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Hongkong Daily Press.

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OPTICIAN.

No. 20,569

號九十六百五第萬二第

日式初月五年子甲

HONGKONG, TUESDAY, JUNE 3RD, 1924 式拜禮

號三月六年三十國民華中

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INTIMATIONS

CLARETS

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TIME-TABLE

WEEK DAYS

7.00 a.m.	7.10 a.m.	
7.20 " to 8.00 "	every 15 minutes	Stop.
8.00 " to 8.30 "	" 10 "	"
8.30 "	" 10 "	Non Stop
8.37 "	" 10 "	Stopping
8.47 "	" 10 "	Non Stop
8.54 "	" 10 "	Stopping
9.04 "	" 10 "	Non Stop
9.11 "	" 10 "	Stopping
9.20 "	" 10 "	Stopping
9.30 a.m. to 11.00 "	every 10 minutes	Stop.
11.30 " to 12.30 p.m.	" 15 "	"
12.40 "	" 15 "	Non Stop
12.47 "	" 15 "	Stopping
12.57 "	" 15 "	Non Stop
1.04 "	" 15 "	Stopping
1.15 "	" 15 "	Non Stop
1.20 "	" 15 "	Stopping
1.30 p.m. to 4.00 "	every 10 minutes	Stop.
4.00 " to 4.30 "	" 15 "	"
4.30 " to 6.30 "	" 10 "	"
6.40 "	" 10 "	Non Stop
6.47 "	" 10 "	Stopping
6.57 "	" 10 "	Non Stop
7.04 "	" 10 "	Stopping
7.15 "	" 10 "	Non Stop
7.20 "	" 10 "	Stopping
7.30 "	" 10 "	Non Stop
7.37 "	" 10 "	Stopping
7.47 "	" 10 "	Non Stop
7.54 "	" 10 "	Stopping
8.03 "	" 10 "	Non Stop
8.10 "	" 10 "	Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.	
7.20 a.m. to 8.00 "	every 15 minutes	Stop.
8.00 " to 8.30 "	" 10 "	"
8.30 " to 12.00 noon	" 15 "	"
12.00 noon to 1.00 p.m.	" 15 "	Stop.
1.00 p.m. to 2.30 "	" 15 "	"
2.30 " to 4.30 "	" 15 "	"
4.30 " to 6.30 "	" 15 "	"
6.40 "	" 10 "	Non Stop
6.47 "	" 10 "	Stopping
6.57 "	" 10 "	Non Stop
7.04 "	" 10 "	Stopping
7.15 "	" 10 "	Non Stop
7.20 "	" 10 "	Stopping
7.30 "	" 10 "	Non Stop
7.37 "	" 10 "	Stopping
7.47 "	" 10 "	Non Stop
7.54 "	" 10 "	Stopping
8.03 "	" 10 "	Non Stop
8.10 "	" 10 "	Stopping

SATURDAYS

Extra Car—15 midnight.
KERRY CARS—WEEKDAYS AND SUNDAYS
8.30 p.m. to 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes (Stop.
11.15 " to 11.45 " 15 "

SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE,
ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	6.41	9.15	10.23	12.00	1.18	4.34	5.37	7.09
Yau-mat	6.51	9.25	10.33	12.09	1.27	4.43	5.37	7.20
Shatin	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Tai-po	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Tai-po Market	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fauling	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun	7.22	8.06	10.37	11.40	2.53	4.36	5.12	6.05
Sheung Shui	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fauling	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai-po Market	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Tai-po	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yau-mat	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon	8.23	9.09	11.38	12.42	4.01	5.45	6.10	7.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fauling ..dep.	7.45	11.30	2.30	6.30	Shataukok ..dep.	6.30	10.15	1.05	5.00
Shataukok ..arr.	8.40	12.35	2.15	7.15	Fauling ..arr.	7.35	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY,
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H. P. WINSLOW, Manager.

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Kashin Hotel	Matsushima —	Nara Hotel	Imperial Hotel
Karuzawa —	Park Hotel	Nikko —	Omori Hotel
Mikasa Hotel	Miyajima —	Kanaya Hotel	Tokyo Station Hotel
Mampai Hotel	Miyajima Hotel	Osaka —	Trukiji Seiyoken Hotel
Kobe —	Miyajima Hotel	Osaka Hotel	Yokohama —
Oriental Hotel	Fujiya Hotel	Shimonoseki —	Grand Hotel
Tor Hotel	Nagasaki —	San-ye Hotel	
	Japan Hotel		

IN TAIWAN (FORMOSA):

Taihou —	Taiwan Railway Hotel		
IN CHOSEN		IN MANCHURIA	
Fusan —	Changchun —	Hotels (Mukden) —	
Fusan Station Hotel	Yamato Hotel	Yamato Hotel	
Kaijo (Seoul) —	Dairen —	Yamato Hotel	
Chosen Hotel	Yamato Hotel	Byojun (Port Arthur) —	
Shanghai —	Hoehigara —	Yamato Hotel	
Shanghai Station Hotel	Yamato Hotel		

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RESERVE FUND ... 26,960,000
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Chief Manager.

THE KING'S SPEECH AT WEMBLEY.

EMPIRE STOCKTAKING.

The King's Speech at the opening of
the British Empire Exhibition at Wem-
bley was as follows:

It gives me the greatest pleasure and
satisfaction to come here to-day with the
Queen.

Our heartiest congratulations are due
to the Board of Management, to the
Executive Council, and to all who have
worked with and under them for the
marvellous organisation and industry
which have produced this triumphant
result.

I am well aware of the numerous ad-
verse circumstances, including the excep-
tionally unfavourable weather, which had
to be faced. These were successfully
overcome by arduous labours carried out
with resolution and good will.

Many who, like the Queen and myself,
have seen the work in the earlier stages,
can appreciate to the utmost the skill and
toil which have translated the magni-
ficent conception into this splendid
reality that now stands before us.

I am happy to welcome the representa-
tives, official and unofficial, of my Domi-
nions beyond the seas; and to express
the pleasure we all feel that they are
taking part in to-day's ceremony.

THE EMPIRE IN LITTLE.

You have said that your object has
been to produce a picture of our common-
wealth of nations. No one can doubt that
this has been fully attained. The ex-
hibition may be said to reveal to us the
whole Empire in little, containing within
its 220 acres of ground a vivid model of
the architecture, art, and industry of all
the races which come under the British
Flag. It represents to the world a
graphic illustration of that spirit of free
and tolerant co-operation which has in-
spired peoples of different races, creeds,
institutions, and ways of thought to unite
in a single commonwealth and to con-
tribute their varying national gifts to one
great end.

This exhibition will enable us to take
stock of the resources, actual and poten-
tial, of the Empire as a whole; to con-
sider where these exist and how they can
best be developed and utilised; to take
counsel together how the peoples can
co-operate to supply one another's needs
and to promote national well-being. It
stands for a co-ordination of our scienti-
fic knowledge and a common effort to
overcome disease and to better the diffi-
cult conditions which still surround life
in many parts of the Empire. Think for
example of the scientific work accomplish-
ed in recent years for the prevention and
treatment of tropical diseases! And it
is easy to imagine how greatly the ex-
hibition can contribute towards the pro-
gress of our tropical territories and the
development of the yet unexplored capaci-
ties of the Empire.

THE 1831 EXHIBITION.

Our thoughts go back to the Great
Exhibition of 1831—associated for all time
with the memories of Queen Victoria and
of the Prince Consort—and to the bril-
liant hopes of the growth of international
peace and friendship with which it was
inaugurated. Our object here is not quite
so ambitious, and for that very reason
perhaps more hopeful of attainment.

We believe that this exhibition will
bring the peoples of the Empire to a
better knowledge of how to meet their
reciprocal wants and aspirations; and
that, where brotherly feeling and the
habit of united action already exist, the
growth of inter-Imperial trade will make
the bonds of sympathy yet closer and
stronger.

Business relations between strangers
may or may not lead to friendship; co-
operation between brothers for the better
development of the family estate can
hardly fail to promote family affection.

And we hope further that the success
of the exhibition may bring lasting bene-
fits, not to the Empire only, but to man-
kind in general.

No nation or group of nations can
isolate itself from the main stream of
modern commerce; and if this exhibition
leads to greater development of the
material resources of the Empire and to
an expansion of its trade, it will at the
same time be raising the economic life of
the world from the disorganisation caused
by the war.

I declare the British Empire Exhi-
bition open; and I pray that by the bless-
ing of God it may conduce to the unity
and prosperity of all my peoples and to
the peace and well-being of the world.

THE PRINCE'S WELCOME.

"INDUSTRY HAS OVERCOME ALL."

The Prince of Wales, as president,
welcomed the King as follows:

As president, I ask you graciously to
declare open to your people this British
Empire Exhibition. It is a particular
satisfaction to all who have been engaged
in its preparation that we can ask you
to do this on St. George's Day.

During the last stages of preparation
there have been many adverse factors, not
the least of which was a very inclement
winter. But industry and perseverance
have, I am glad to say, overcome all
obstacles.

You see before you a complete and a
vivid representation of all your Empire.
The Dominions, India, the Colonies, the
Protectorates, and Mandated Territories
under your care have joined together in
the great task of presenting this picture
of our Commonwealth of Nations.

The exhibition is thus the work of the
whole Empire and it shows the craftsman-
ship, the agricultural skill, the trading
and transport organisations of all our
peoples and all our territories.

It gives also a living picture of the
history of the Empire and of its present
structure. It will suggest to the world,
I believe, that the most powerful agency
of civilisation has its heart set upon
peaceful aims and the good of mankind.
(Continued at foot of next column).

THE BANK OF CHINA 行銀國中

(Specially authorized by Presidential
Mandate of the Republic of China on
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Authorized Capital \$30,000,000.00
Paid-up Capital 12,478,800.00
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Special facilities for Home Exchange.
TSUYEE PEI,
Manager.

Hongkong, September 8th, 1931. (38)

The Burden Of Indigestion.

Here are the facts about a real remedy
for indigestion—and weakness of the vital
organs—that burden which makes life a
misery for so many. The remedy is
Bismarck Magnesia, a harmless yet
effective compound which since its incep-
tion, has received the written endorsement
of thousands of grateful people in all parts
of the world as well as the recommendation
of doctors, nurses and hospitals. Bismarck
Magnesia stops stomach pain instantly by
removing its cause, it is quite inexpensive,
and either tablet or powder form can be
obtained from any chemist. It is the one
sure, safe and safe remedy for those who
suffer from indigestion, and stomach
weakness, but when buying care should be
taken to that it is "Bismarck"
Magnesia, for nothing else will do. The
oral "BISMAG" trade-mark appears on
every genuine package.

The Sign
of the
Genuine



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ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.

Revised by the Members.

PRICE \$5.

DAILY PRESS OFFICE.

The lighter side of the organisation of
a great exhibition has not been neglected.
It is essential to the success of an enter-
prise such as this that it should be at-
tractive; that it should encourage the
desire for amusement as well as for
education. The sports, the entertain-
ments, the music, the arrangements for
the comfort of our visitors have been
carefully planned.

THANKS.

As president, I wish to express my
gratitude to those who have helped in this
great undertaking, to those men of great
vision who were responsible for the first
proposal for the exhibition made before
the war; to the representatives of the
Dominions, of India, and of the Colonies;
to the executive council, with the Duke
of Devonshire at its head; to the board,
consisting of Sir James Stevenson, Sir
Henry McMahon, Sir Charles McLeod,
and Sir James Allen, and to the chief ad-
ministrator, Sir Travers Clarke; to the
architects, the engineers, the builders,
and the workers. The great work has
been carried through with splendid
loyalty and energy.

I hope, sir, the result of this exhibi-
tion will be to impress vividly upon all
the peoples of your Empire the advice
that you have given to them on more than
one occasion: that they should be fully
aware to their responsibilities as the
heirs of so glorious a heritage; that they
should be in no wise slothful stewards,
but that they should work untiringly and
energetically to develop the resources of
the Empire for the benefit of those other races
which have accepted our guardianship
over their destinies, and for the benefit
of mankind generally.

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Supported by **VERNON STEELE**
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The GIRL WHO RAN WILD

REGINALD DENNY

in

The LEATHER PUSHERS

(SOMETHING FOR NOTHING).

International News and Felix Cartoon Comedy.

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"TUNE IN" with a RAY-O-VAC "B" Battery using at the same
time a RAY-O-VAC "A" Dry Cell Battery for your Filaments.
See how clearly the signals will come in.

The National Radio Engineering Company of Atlanta,
Georgia, covering an investigation made by them in the interest of
Railway Electrical Engineers, report that:—

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THE PRESTIGE OF THE £. AMERICAN DEBT INCUBUS.

When will the £ sterling reach its pre-war value in the United States? Banking and exchange authorities are generally loth to make any definite estimates, but the general opinion is not so optimistic as that of Sir Felix Schuster, who has been telling the American Chamber of Commerce in London that there was no reason whatever why the £ sterling should not *before very long*, be on pre-war parity with the dollar.

"I agree with Sir Felix Schuster that a return of the £ sterling to parity with the dollar—in other words, to gold parity—is eminently desirable," a leading London banking authority with unrivalled knowledge of the foreign exchange market said to a *Daily Mail* representative, "but with the incubus of our debt to the United States I do not agree that this goal can be achieved soon. I think rather that we shall see a gradual rise in the value."

The present of any British Government is, I believe, likely to be impressed with the necessity of reducing this incubus as quickly as possible. Far from taking advantage of the American debt settlement clauses that enable it to postpone the scheduled payments of principal and interest, this country will, I believe, exercise its option of making payments of principal in advance of the schedule.

That means selling more sterling to obtain dollars and tends at the time to depress the American value of sterling in the exchange market, but, in the long run, by reducing the great incubus of the American debt and giving proof of our determination to remove it as soon as possible, the policy of accelerated repayments will enhance the value of sterling.

For the exchange value of the £ sterling depends not only on the balance of trade but also on the esteem with which it is held abroad. That was clearly seen a few months ago when the talk of the possible renewal of inflation, fortunately unfounded, caused a severe drop in the American quotation of sterling.

The psychological factor is very powerful in the exchange market, and we should constantly impress upon the American and other nations, not only by words such as Sir Felix Schuster has wisely uttered, but also by deeds, our determination not to depart from the path of sound and conservative finance.

Any threat of departure by the Government from these paths is bound to be reflected in a weakening of the international position of sterling.

Another leading banker considered that "development of Empire and other sources of raw materials for which we are at present dependent on the United States is likely to mitigate the effect on sterling of the onerous American debt terms." He mentioned particularly the increasing production of cotton in the Sudan and in Brazil.

The adoption of the scheme of the Allied experts, according to another banking authority, "will enhance the value of sterling by contributing to the settlement of a grave European problem, especially if it encourages the United States to employ more of its big gold balances in European finance."

THE £.

OMENS FAVOURABLE FOR RETURN TO PAR.

Discussing the steady rise in the value of the pound sterling as expressed in American dollars and the possibility of its getting back to par, Mr. Hartley Withers, the finance authority, in *The Weekly Dispatch* writes:

"The omens are favourable [for a return to par] on the political and sentimental side. The Government has declared itself on the side of the gold standard, and hopes of settlement in Europe, and the extraordinary success with which France defeated what she believed to be a concerted attack on the franc, have done much to destroy or diminish some of the political influences that have been depressing the pound."

But the sensitiveness that the exchange market has shown to sentimental influences makes it dangerous to be too confident about the future of the pound's value so long as we have a Government that may at any time be driven by its extremist supporters into doing something rash or foolish in finance.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

June 2nd, 1924.	
Hongkong and Shanghai Bank	\$1,132½ b.
Canton Insurance	\$420 a.
Union Insurance	\$320 b.
Hongkong Fire Insurance	\$360 b.
Donghai Steamships	\$3 nominal
H.K. C. & M. Steamships	\$35 a.
China Steamers	\$90 ex div. b.
Langkate (Combined)	Ts. 22½ a.
Kowloon Wharves	\$170 b.
Whampoa Docks	\$145 a.
Shanghai Docks	Ts. 91½ b.
New Engineering	Ts. 620 b.
Hongkong Land	\$108½ b.
Hongkong Hotels	\$19 (old) \$15 (new) a.
Humbly's Estate	\$22 nominal
Ewe Dutton Mills	Ts. 11-20 b.
Cement	\$211 (old) \$5-15 (new) b.
Hongkong Bays	\$25 (old) \$3 (new) b.
China Providents	\$14 (old) \$4 (new) b.
Dairy Farms	\$25½ b.
Waterworks	\$16 a.
Watsons	\$27 b.
Hongkong Electric	\$25 a.
China Light	\$14 (old) \$3 (new) b.
Hongkong Tram	\$34 b.
Peak Tramways	\$17½ b.

b.—buyers; a.—sellers; ns.—nests.

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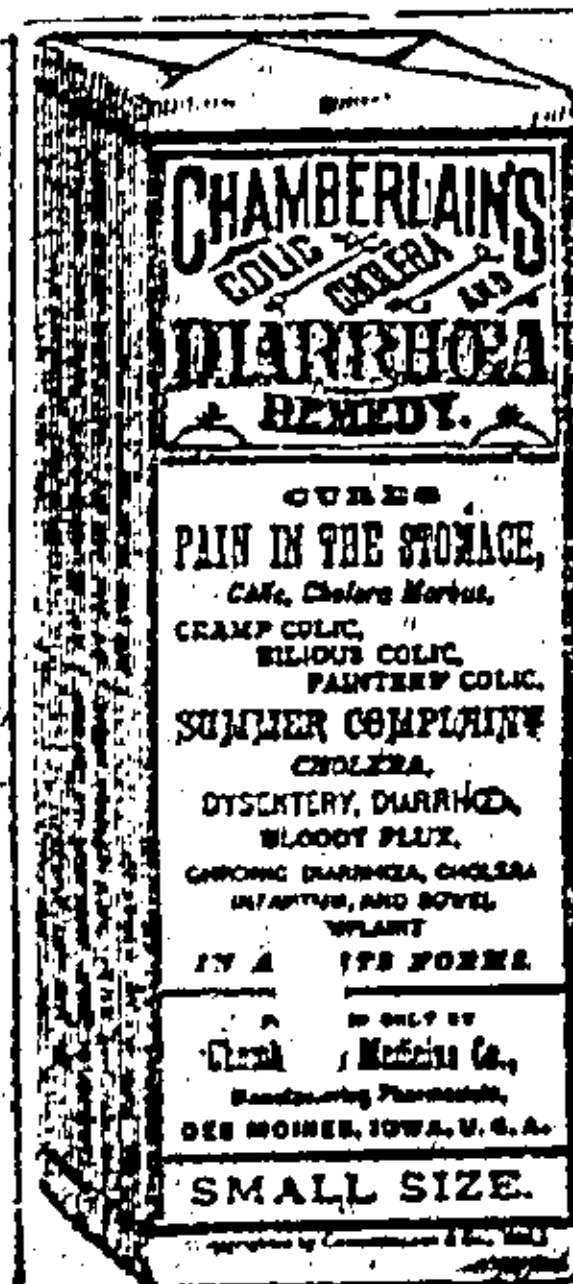
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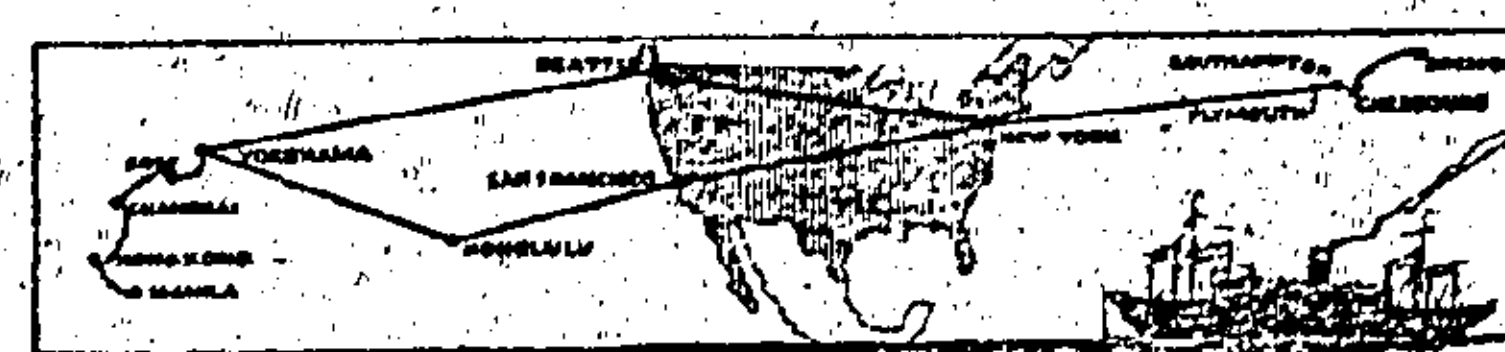


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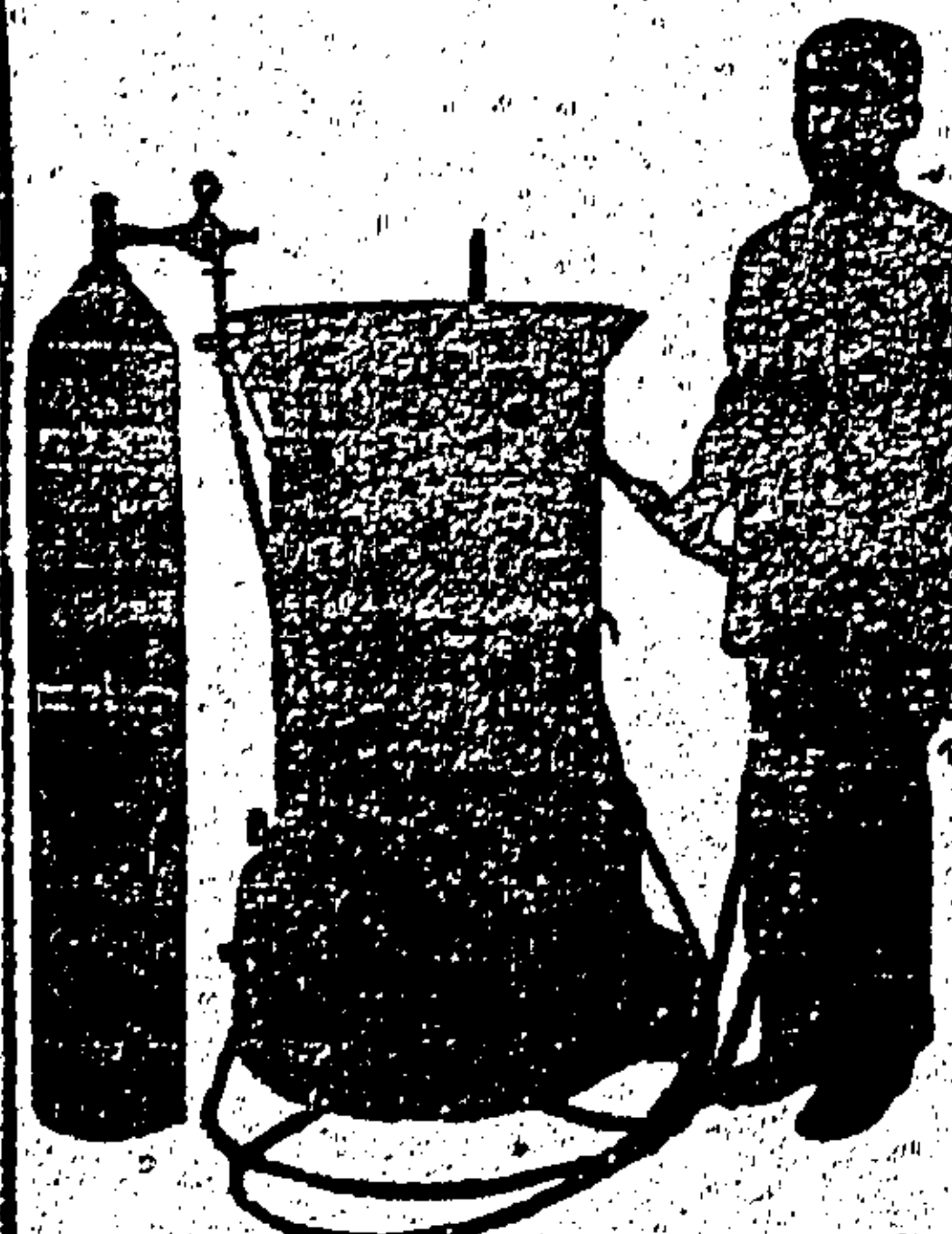
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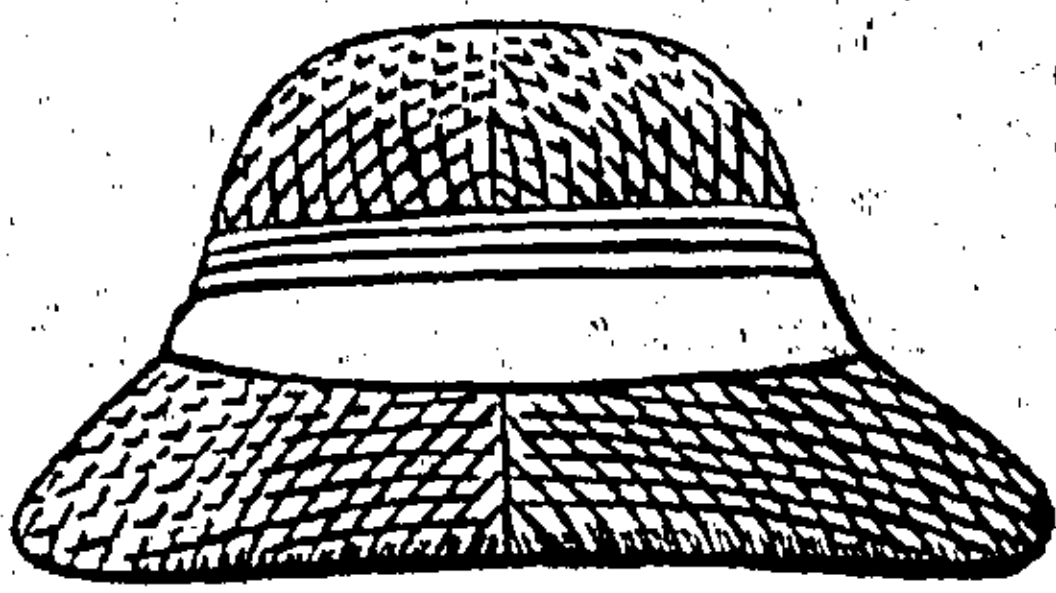


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SCOTTISH LETTER.

GOLF BALLS AND FIREARMS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 30th.

Golf has usually been regarded as a peaceful recreation whereby men and women by clubbing small balls into little holes obtain refreshment in rural surroundings. But a more ominous side of the game has been brought before the notice of the country by a Parish Council in the South, who have appealed to Mr. Wheatley, the Minister of Health, for protection from what they regard as something in the nature of a warlike threat to peace. Is it not possible that golf in certain circumstances may be a danger to the community in the midst of which it is indulged? It may be argued that golf is not usually played in the midst of a community, unless of sheep; but if, as appears undoubtedly to be the case here, a golf course is intersected by a public footpath, is it not possible that the balls propelled by players may be a serious menace to the peace of pedestrians? Ought not the practice of projecting them across public pathways to be prohibited as illegal? The Councilors have no doubt as to their answer. From reports of the matter it does not appear that they bring any direct accusation of malignant damage against players. Indeed, it must have occurred to these Councilors that the practice of wilfully hitting wayfarers with golf balls has its annoyances, and even difficulties, for golfers. But, no doubt because of their positions of responsibility in local government they have become acquainted with tidings of mishaps sustained by members of the public while crossing the bombarded area; possible, even, a missile projected by some player has been stopped in its flight by a member of their own Corporation. At any rate, they applied for protection to Mr. Wheatley, making the ominous suggestion that golf balls are missiles which come under the Firearms Act, and so may be prohibited from coursing across highways. Here in the North we have sometimes heard of complaints by individual citizens, but no Parish Council has ever made so extravagant a claim. Golf has entered too deeply into the life of our people. What may come of this latest protest is not clear, but the question that many will want answered is—Does the wayfarer get into the way of the ball or the ball get into the way of the wayfarer? So incalculable is the course of most golf balls and—if it may be said without offence—so innocent the part played in their direction by most golfers that it is no question to be lightly dismissed. Anyway, would it not be fairer to penalise wayfarers for stopping balls, and so spoiling many possibly good shots in what is essentially a harmless amusement?

POCKET GOLF CLUBS.

The dwarf putter has found its way on the market. With an ordinary sized head and a shaft only about a foot or fifteen inches long, it is very easy to wield. I don't know whether the authorities will look upon the innovation with any kind of favour, but, in any case, players with surplus weight and creaky joints will certainly stick to the long shaft.

CHATTER AND REGGERS.

"Not so much talking," is a remark that is sometimes made by a Rugby captain when his men are inclined to be too loquacious. But Frenchmen, judging by the continuous chatter indulged in by members of the Stade Bordelais during their visit to Edinburgh, are not to be repressed. The spectators got plenty to entertain them in the enthusiasm and volatility of the French players. A gay and lively lot they were and they seemed to enjoy their game heartily. Some amusement was caused by an incident at Inverleith. A Frenchman, F. Marty, had gone to the touch-line to don a new jersey, and when he had stripped off himself of the old one he saw an opponent coming his way. The temptation was too great for him, and he dashed on to the field jerseyless and brought down his man. He then retired again to clothe himself. The spectators roared with laughter.

LADY KINNOULL'S FLIGHT TO JUSTICE.

The question is frequently asked—What is contempt of Court?—and the gravest lawyers have the utmost difficulty in answering it. An easy way would be to say that it was the opposite of respect of Court. And if that the question were raised—What is respect of Court?—one could only have to point to Lady Kinnoull, who last week completed a 450 miles flight by aeroplane in order to appear before the Sheriff at Perth to answer a charge of driving in a motor-car through Scone at a speed exceeding ten miles an hour. We trust that the Sheriff duly appreciated the compliment paid to his Court, for it is certainly unique. Many "criminals" of Lady Kinnoull's category think they do very well if they pay the fine imposed upon them in absence, and her flight to submit herself in person to justice may strike them as a censure on themselves. Perhaps, however, there was something more in it than a passionate respect for the majesty of the law. There is no control up in the air, and there is possibly an exquisite pleasure in flying at 60 miles an hour over Scone, which one must not drive through at a speed exceeding ten.

"PLEASE REPLACE THE TURF."

With the advent of spring and plus fours golf club-houses again display new notices varying in tone from ominous threats to anguished prayers to members to replace the turf. In a small Ayrshire club-house the other day I came across a notice headed, quite simply, "Divots," which surely deserves to succeed. It is in the form of a "poem," and runs as follows:—

As this course is not meant to be carted away,
The divots you cut in the course of your play
Should be neatly replaced by caddie or you
With the roots to the earth and the blades to the dew."

EVERYONE WITH A NICKNAME.

In most of our quaint old-world East Coast villages and towns the people are, through inter-marriage, as ill-off for names as the animals in Eden were before Adam came along. Thus, in Bushhaven, in Fife, we have Deas, Logie, and Thomson predominating. In Ferryden, a fishing village in Forfarshire, the name of Coull is an easy first over all the others. In Gardenstown, or Gamrie, on the Morayfirth there is an example of real clanishness, old-manners, and modes of living, and three names, Watt, West, and Wiseman claim four-fifths of the inhabitants. At a recent census there in the village, and to distinguish them nicknames had to be given. Thus, if a stranger went to the post-office and inquired where John Watt lived he would probably be asked what John Watt it was—"Skipper," "Keek," "Kicksie," or "Bumptye." Another name with great followers is George Wiseman, and as one of these men has a son and a grandson the latter two are known as Geordie's Geordie, and Geordie's Geordie's Geordie. Then there is a Sanny (Sandy) West, whose son and grandson of the same name are dubbed Sanny's Sanny, and Sanny's Sanny's Sanny. As a matter of fact the great majority of the inhabitants are named after the name they have on the register or that the minister called them at baptism.

PERSONALIA.

Appropos of the centenary of Immanuel Kant, the German philosopher, it is asserted that although a German by birth, Kant was of Scottish extraction, the descendant of a poor Scottish saddler, and it was probably that strain in him which made him pursue learning so assiduously despite many difficulties and bodily infirmities. In Scotland we spell it with a C—can.

At a meeting of the Foreign Mission Committee of the United Free Church it was reported that their medical advisers could not sanction the return of the Rev. J. M. Macfie, M.A., to India. Mr. Macfie came home on sick leave some time ago. He was first appointed to Rajputana, North India, in 1886.

The reference in last week's letter to Professor Blackie and Marie Corelli at Oban reminds one that Blackie left that town in disgust. A crescent of tenements were erected for the railway men which he declared was a "blot" on the landscape. A wag had the crescent named "Blackie's Buildings," which enraged the Professor greatly. Although he had a beautifully situated house at Oban, he refused to spend his holidays in it any longer.

On one occasion he met two gentlemen who spoke Gaelic, and Blackie, who had acquired sufficient knowledge of the language to translate its poems into English, spoke to them in their native tongue. But they could hardly understand a word he said, his pronunciation being so bad. He asked their names in English, and on receiving these said, "A MacDougall and a MacDonald, and you can't understand Gaelic. Pah! I am ashamed of you" and strode away.

Sir James Stevenson, Bart., whose elevation to the peerage in recognition of his work at Wembley has brought him into prominence, is known to many frequenters of Turnberry as "the umbrella man." When he comes to his native North for golf he usually brings Braid with him for a spell, and they play together on Turnberry links. Sir James has an entourage of caddies accompanying him on a round, and it is his habit to have carried for him a large red umbrella, whether for use as a sunshade, a signal, or a sign I cannot say.

The new peer has literary gifts, and in the years immediately prior to the war he published one or two novels under the pen-name of "Roland Dunster." One of these, "The Kiss of Chance," has as its settings Monte Carlo and Turnberry golf links.

The Duke of Roxburghe wishes to let Broxmouth Park, the dower house of his late mother, the Dowager Duchess, that democratic old lady who used to astonish the Victorians by riding in "buses." A unique feature of the estate is a lucky gate, shaped like a horseshoe and decorated with dozens of these luck-bringing emblems.

The Duke of Richmond and Gordon told his London Morayshire friends the other evening about a Scot he met at Buenos Ayres, who was head-gardener to the Municipality. This worthy's comment on hearing of the Duke's arrival was:—"So the Duke's here. Well, many a time I have taken a stick over his back for running across my borders!"

This is the latest Braid story. Sir James was rehearsing one of his plays when the sound of a saw at work behind the scenes was heard. "What's that noise?" someone asked. "Oh, that!" said the playwright. "Why, they're cutting out the last act."

Some people think that Alexander Herd's waggle—luxuriant, effervescent, exuberant flourish. But there was a good deal in the retort which the famous Scotsman once made to a person who, during a round remarked upon his trait. "I know," said Herd, "that I'm taking a lot of time over my shots, but let me tell you that I am playing a lot of dazed good shots."

TIENTSIN RACE MEETING RECORDS.

SUPERIORITY OF HALF-BRED PONIES.

The racing of the "B" class ponies on the opening day of the Spring Meeting, says the *Peking and Tientsin Times*, clearly demonstrated their superiority in speed to the China pony.

Two ponies were concerned with the setting of three new marks for the mile, the two miles, and the three quarters of a mile. Tania Australis was responsible for the first and the last, and Mr. S. Gilmore scored a very popular victory when Mullinger won the Liu Li Cup, and broke the two miles' record.

It was significant in view of the recent controversy on the inequality of half-bred ponies and the true China pony, that Tania Australis should have set two records in the one day's racing, and in both cases without being called on for her best effort. Tania Australis is one of the animals relegated, if that is the correct term to the new "B" class races which have been provided for the half bred ponies as a result of the protests of the owners of China ponies. The pony is only 13.1 hands, the smallest animal in "B" class, but from the time of the two races which she won fairly comfortably, it is obvious that there is no China pony in the North which would have any chance whatever against her. Mr. Haimoritch was the jockey on both occasions, and he rode excellent races.

Two races were reserved exclusively for these half-bred ponies on the second day:

One of the races, the Irkutsk Plate, one mile and a half, provided a new course record with the time of 3.3.1, nearly five seconds faster than d'Astagnan's mark, while the second, the Tomsk Plate, three quarters of a mile, was a little slower than the previous day's record set by Tania Australis, but a fifth of a second better than the old record. Curiously enough both of these races were dead heated. Tania Australis and Prince de Mongolie passing the post level in the Irkutsk Plate, and Firwood dead heating with Golden Eagle in the second "B" class race.

After the phenomenal times recorded on the opening day, Tania Australis was naturally heavily backed in the opening race of the day, but a few of the discriminating ones thought the extra distance would favour Prince de Mongolie. As events proved, they were right, for though Prince de Mongolie was caught just before reaching the post, Tania Australis did not finish with quite the same ginger as on the previous day. It was ascertained afterwards that she was a little stiff in one leg, and this in fact caused the abandoning of a challenge to run off the dead heat.

SHIP STRIKES A MINE OFF CORREGIDOR.

HAVELAND PROPPELLOR ENTANGLED IN CONTACT WIRES.

The *Manila Times* of May 28th says:—The four American passengers and 60 members of the crew of the German motor-ship *Haveland* had a few thrills when the vessel, passing Corregidor on the morning of May 23rd, came in contact with a mine of the highly explosive type. A report of the incident was sent to the inviolable collector of customs by Vigeland, Inc., local agents of the *Haveland*.

While the vessel was at Corregidor at day's light on the morning of May 23rd, the report states, an object became entangled in the shaft of the portside propeller. Divers investigated and discovered that the object was a mine. Attached to the mine were two lengths of wire which had wound around the blades of the propeller some twenty turns. These were also removed by the divers. The mine was taken ashore by men from the Barnshaw Dock, and Honolulu Iron Works.

Captain W. Russell, master of the vessel, said that the mine was of the class which are exploded from the shore by electricity. Evidently the moorings of the mine broke, setting it adrift.

Military authorities will be notified of the incident and will probably be asked to pay for the salvage of the mine, which is now in the possession of the Honolulu Iron Works.

HOLLAND'S 10th INDUSTRIAL FAIR.

This Fair, which was held at Utrecht from 11th-20th March, 1924, has been the most successful of all the Fairs held there since the war. An animated tone prevailed and there was evident desire to buy. Of the 227 participants, 222 were foreigners, represented by 27 exhibits, Belgium by 26, England by 38, France by 10, Germany by 12, South Africa by 10 and Switzerland by 12. Several other countries sent a couple of exhibits only. France, Belgium, Norway, America, Roumania, Czechoslovakia and Mexico took part through their Commercial Attachés and Consular Agents, whilst several Foreign Industries Fairs were also represented. The best proof of the success of this Fair is the fact, that even during its progress, the chief participants again registered their names for participation in the eleventh Fair, which will be held at Utrecht from 9th-15th September next.

OPIUM TRAFFIC.

THE CANTON MONOPOLY.

In the House of Commons on April 16th Lieut.-Colonel J. Ward, asked the Secretary of State for the Colonies whether his attention has been drawn to what is known as the Straits opium monopoly recently created by Dr. Sun Yat Sen's Government in Canton; whether he is aware that a large number of opium licensing bureaux have been established by the Canton Government, and that during the month of April 1922 new opium dens have been established for which licences have been granted for the smoking of opium; and seeing that this proceeding is not in accordance with the recent Convention relating to opium, agreed upon by the nations who are parties to the League of Nations convention, whether His Majesty's Government are taking any action in the matter?

Mr. Ponsbury: The answer to the first two parts of the question is in the negative. The third part, therefore, does not arise.

Mr. Ormsby-Gore asked the Prime Minister whether the projected League of Nations Opium Conference has been convened for the purpose of giving effect to the principles submitted by the United States representatives on the opium advisory committee last May; whether he is aware that these principles included the restriction of the use of opium and cocaine products to medical and scientific purposes, and the restriction of the production of raw opium to the quantity needed for such purposes alone; and whether the representative of His Majesty's Government on the preparatory committee for the conference will be instructed to give support to these proposals?

Mr. Davies: I have been asked to reply to the question whether the conference has been summoned to consider the possibility of concluding an agreement or agreements for the limitation of the amounts of morphine, heroin and cocaine to be manufactured, and the limitation of the amounts of raw opium and the coca leaf produced for export to the amounts required for such manufacturing and other medicinal and scientific purposes, subject to an exception for those countries where opium smoking is temporarily continued under Part II. of the convention. The proposal that a conference should be held with this object was put forward at the meeting of the advisory committee last May on behalf of the British Government, and the attempt to arrive at such agreements will receive the utmost support which the Government can give.

BRITISH SAILOR DROWNED AT SHANGHAI.

LEADING STOKER TREAGUS.

A verdict of "accidentally drowned" was returned at an inquest held at Shanghai last week on Leading Stoker Treagus of the submarine *L-31*. Treagus was returning to his ship, moored alongside H.M.S. *Drayshol*, on the morning of May 12th, when the sampan in which he was run on to the submarine and capsized. The stoker did not come to the surface and his dead body was recovered by the Chinese River Police constables in the early hours of May 18th, floating near the Kaiping Coast Wharf.

Dr. Burton gave evidence to the effect that death was due to drowning, and his Honour expressed the view that it was a perfectly clear case of "accidentally drowned."

The above named sailor is not the one of that name who very gallantly rescued Lieut. Dickson, R.N., from the harbour during the height of the typhoon in August last and who was afterwards presented with the Royal Humane Society medal. Treagus of typhoon fame was an able seaman whilst the man drowned at Shanghai was a leading stoker. We were able to confirm this last evening by enquiring at the Naval Yard, when we were informed that Able Seaman Treagus proceeded to England some time ago.

SUSPECTED OPIUM DEN.

POLICE USE FIRE ESCAPES TO GAIN ENTRANCE.

A police raid on an alleged opium den at Liverpool was described recently when Mee Ki, the occupier of the second floor of a house in Pitt Street, and Wong Chong, Wong Yee, and Quin Jung appeared on charges of being in possession of opium.

Detective-Sergeant Appleyard said the room was fitted up with a specially prepared opium bed extending almost the length of the room. Although the premises had been under observation for a month the police had not been able to gain admission as a man kept watch at the door and there was a special electric bell communicating with Mee Ki's private room.

On forcing an entrance to the second floor the police officers, he said, saw Mee Ki and Wong Chong running about with opium utensils. Wong Yee was putting packets of opium on the fire and Quin Jung was sitting on an opium bed. The room was reeking with opium smoke.

Mee Ki, Appleyard stated, said to the police: "Little bit—2100—just the same, plenty," which was interpreted to mean that the penalty was the same whether the amount of opium was large or small. "Translated into English," remarked the "dependable," "I suppose it means, 'You might as well be hanged for a sheep as for a lamb.'"

As the house was guarded the police took fire-escape ladders to get in, but a Japanese on the ground floor admitted the officers as soon as the ladders were put against the wall.

INDIANS AT VARIANCE.

ALLEGED FALSE REPRESENTATION.

Nattah Singh, an Indian interpreter until recently employed at the Central Magistracy, again appeared on remand before Mr. C. D. Melbourne yesterday, on a charge of having obtained \$3 from Mohamed Noor by falsely representing that the amount was for a stamp fee on a summons. Mr. G. K. Hall Brutton was preparing to continue his cross-examination of the complainant, when the latter said he wished to tell the Magistrate that at the last hearing, the interpreter engaged on the case had made errors in translation.

The case then proceeded.

Mr. Brutton: I want to know exactly when you allege that the \$3 was paid to the defendant.—It was paid on the 11th.

Where?—Outside the door of the General Office.

His Worship: Do you mean at the Magistracy?—Yes.

Mr. Brutton: I want you to tell us what happened after the applications had been written out.—The defendant went inside the general office, then came out and took \$3 from me.

Mr. Brutton went on to point out what he declared were discrepancies between the evidence given by the complainant in the witness-box and the statement he made at the time of laying the charge against the defendant.

In reply to Mr. Brutton, witness said he did not ask the defendant for a receipt.

Mr. Brutton: Why did you not ask for a receipt?—I had not time.

On the 16th inst., having been told that no Court fees were payable, why did you not go to defendant and demand your \$3 back?—It came into my mind to summons him. That is why I did not go.

Who put it in your mind?—It came into my mind to make a report.

Why did it not come into your mind on the 14th?—I had no time on the 14th.

I put it to you that the reason you asked the clerk if fees were payable was because the defendant had told you that no fees were payable, and not being convinced, you asked the clerk to satisfy yourself?—No.

You remember the 16th inst. between 5.20 and 5.30 p.m.?—Yes.

You walked down the street to meet the defendant in Pedder Street?—I do not quite remember.

I put it to you that you had offered him \$3, that he had refused it, and that you were afraid that you might be charged with offering a bribe?—No.

At this time had you made a complaint against the defendant?—I talked to one man only.

His Worship: At this time, about 5.30 p.m., had you made a complaint against the defendant?—I do not quite remember.

Mr. Brutton: As you cannot quite remember from 5.20 to 5.30, can you remember anything else you did that evening? I want to find out whether you can remember anything.—I cannot remember anything.

I want you to understand that the whole case against this man rests on your memory. You know that, don't you?—The witness made no reply.

I put it to you that that \$3 which Sergt. Chevalier saw was \$5 that you had voluntarily taken from your pocket to persuade the defendant to make out fresh applications?—No.

And that Nattah Singh asked you if you were trying to bribe him, and that you replied "Oh, no. These are for Court fees"?—No.

OTHER EVIDENCE.

Sergt. Chevalier, in the witness-box, said that on May 14th, at about 3 p.m., he was on duty as usual at the Magistracy, and had occasion to go into the room used by the defendant. He saw the defendant sitting at a desk, and the complainant standing close by him. Witness noticed that the complainant was holding his alpaca coat with his right hand, and with his left he was stuffing his wallet back into an inside breast pocket. In his right hand he had a bank-note. It was a large note. Witness should say off-hand that it was a Hongkong \$5 bill. He heard defendant say something to the effect that the money should not be paid just then. The next morning, at about eleven o'clock, witness had occasion to go to the business known as Cassim Ahmed.

Mr. Brutton: I object, your Worship. Anything that happened there I object to.

(Continued at foot of next column.)

GAOL FOR TWO COOLIES.

STOLE SACKS FROM MILITARY BARRACKS.

Two young Chinese coolies, who appeared in the dock at the Kowloon Magistracy stripped to the waist, were charged with stealing four sacks, the property of the Military authorities, from Whitfield Barracks.

Inspector Spear said that the two men were employed at the Barracks, and had been seen by an Indian policeman to jump over a wall with the bags in their possession.

The Magistrate (Mr. Hamilton) sentenced each of the coolies to 14 days' hard labour.

SPARE THE ROD.

BIRCH FOR SMALL KOWLOON THIEVES.

Two youthful delinquents troubled in the dock as they faced Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

The first, a tiny boy, was charged with having snatched two bangles from a small Chinese girl. He was sentenced to 48 hours' detention and eight strokes of the birch.

The other diminutive offender, whose age was said to be 13, was ordered to receive twelve strokes of the birch for stealing a basket.

ONE MONTH FOR A HAT.

SMART SENTENCE ON LAD WHO STOLE OLD CLOTHES.

A battered felt hat of venerable age and a pair of blue Chinese trousers well beyond their first youth, were exhibited to Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, when a Chinese lad was charged with stealing them from a fellow worker at the Taikoo Dockyard. It was stated that he took them to pawn. The desire to possess himself of these depressed-looking garments earned the offender one month's hard labour.

ROGUE AND VAGABOND.

VISITED DYNAMITE STORE WITH TWO SACKS.

When a Chinese youth was charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, with being a rogue and vagabond, Sergt. Terry said that he had been seen loitering round the dynamite magazine of a quarry contractor, and was unable to give a satisfactory account of himself.

An aged Chinese, who said he was the watchman at the quarry, testified to having found the prisoner wandering close to the magazine, with two large sacks in his possession.

His Worship, addressing the prisoner, said that he did not think that he was up to any good with the bags, and sentenced him to one week's hard labour.

ANOTHER CRUELTY CASE.

MATTING SAVES MAN FROM BIGGER FINE.

Ten pigeons in a small wicker cage were produced in Court at the Kowloon Magistracy in the course of a cruelty charge against a Chinese yesterday.

The Magistrate told the offender that as he had placed matting at the bottom of the cage, he would only be fined \$5. If the matting had not been there, said His Worship, he would have dealt more severely with the case.

Witness, continuing, said that, as a result of what passed then, he told complainant to see him on the following Thursday, which he did. Witness asked him a certain question. Complainant gave the answer required, and witness took him before Mr. Lindsay, when he lodged a complaint.

Mr. Brutton: I think, Sergt. Chevalier, that with regard to the conversation you heard between the defendant and the complainant, you have just given the sense as you thought you understood it. You cannot remember the exact words?—No.

Ling Sau Ping, a Chinese clerk at the Magistracy, said that on May 14th, the defendant took two applications for summonses to witness officer to have a date put on them. Defendant then left the office with complainant. After a minute or two, Mohamed Noor returned to pick up his hat which he had left on the table. He asked witness if there was any fee for summonses, and witness replied "No."

Mr. Brutton: He asked you if there was any fee payable on a summons?—He simply asked if there was anything to pay for a summons, and I said "No." At this point the case was again adjourned until next Wednesday afternoon.

HIS MAJESTY THE KING!

His Majesty the King!
Aye! Gentles, raise the toast!
For never yet, in all God's world,
Where hymns were raised or flags unfurled,
Did truer prayer-pledge ring
From widely gathering host!

His Majesty the King!
And England's well-loved tongue
Flies, echoed, 'had exchanged again
For kindred tongues beyond the main.—
Kindred the song they sing,
So old, so bravely young!

His Majesty the King!
Hair silvered, brow of youth,
Uncovered, that the world may call
The faith and love of cot and hall,
Of lands where forests spring,
To witness to our truth!

His Majesty the King!
They serve him not the most.
Mayhap, who drive his Coach-of-State,—
Alike is fealty, low or great,
And faith a living thing—
Gentles! Our Toast!

Hongkong.

GLADYS JACKSON.

INTERFERENCE BY DR. SUN WITH AMERICAN PROPERTY AT CANTON.

[BY JAMES A. RABBITT.]

In the Government communique issued by Mr. Eugene Chen and published in the Hongkong papers of the 31st May, there is so much that is misleading that this statement is issued in order to show the other side of the picture.

Mr. Chen made no mention of the amount of machinery already delivered by the vendors nor the amount of money absorbed, out of the payments made, to meet disbursements for the account of the Government.

The cargo was sold to the Governor of Kwangtung for the sum of U.S. \$1,603,844.00 the vendors agreeing to provide engineers for a period of nine months for the purpose of superintending the installation of the plant. Any engineers required, after the period of nine months were to be retained at the expense of the Governor.

The cargo duly arrived in Canton and certain portions were paid for and delivery thereof was given. An account dated August 10th, 1921, and signed by the representative of the Governor of Kwangtung shows that cargo to the value of U.S. \$438,977.08 was delivered to the Governor.

Owing to the Governor failing to pay for and take delivery of the cargo, a supplemental agreement dated June 18th, 1921, was entered into by which the purchase price should be paid by installments and the final payment made on the February, 1922. This agreement further provided that interest should be paid on monthly balance due as from the 1st March, 1921.

The Government further agreed in the supplemental agreement of June 18th, 1921, that possession of the goods should be held by the vendors until the final payment should be made, and that all disbursements for godown rents, insurance, etc., would be met by the Government.

The goods were placed in the custody of an American Corporation who were the lessees of three godowns at Canton. The Governor failed to comply with the terms of the supplemental agreement and as a result the cargo had to be bonded to secure the payment of duty due to the Chinese Maritime Customs.

Payments on account which barely covered the interest, engineering and other expenses were made from time to time and accounts were rendered to the Governor. Detailed accounts were submitted on the 1st December, 1922, and were certified as correct by the representative of the Governor of Kwangtung.

By June, 1922, the burden of financing the cargo became so great that the vendors pressed the Governor for payment and Dr. Sun stated to me personally that if he could not make a settlement for the balance due within the month of June, that he would abandon the contract. On the strength of his statement the vendors caused legal notices to be sent to the Governor of Kwangtung demanding payment within a reasonable time, or the contract would be considered as having been abandoned.

During the period covered by the correspondence aforementioned, interviews took place between the vendors and representatives of the Governor, but as the Governor made no payment the vendors were forced to stand on the notices given in the correspondence. The vendors secured legal opinion which assured them that they were justified in offering the cargo for sale elsewhere under unpaid sellers' rights.

On the 25th June, 1923 (which approximately was the date of the abandonment of the contract) the vendors submitted a summary of accounts to the Governor of Kwangtung which showed the financial position at that period as follows:—

Total payment by Governor	\$1,235,407.25
For this payment disbursements were made for the account of the Governor and goods were delivered to the Governor amounting to	703,377.00

Leaving a net balance of receipts of	\$560,030.25
To meet the total of cargo shipment and other expenses which amount to over	\$1,300,000.00

Thus it will be seen that from the three-fourths of the original cargo (one-fourth having been delivered) remaining in the possession of the vendors at the 1st July, 1923, they should receive funds amounting to approximately \$740,000.00 U.S. Gold in order to secure themselves for their total outlay.

Owing to the fact that this machinery was purchased at the top of the post war boom and has lain in godowns in a semi-tropical climate for upwards of three years, its value has depreciated to such an extent that the vendors have not been able to sell it for sufficient to reimburse them for their losses on this transaction.

It would therefore be to their advantage and they would be only too happy should they receive from the Governor what is due under their contract and surrender the cargo. The Governor, however, does not seem inclined to meet his obligations with money.

The vendors have at all times been willing to submit to an accounting—even though not legally called upon to do so.

By reason of the evidence submitted to the American Consul-General in connection with this matter this official issued notices to be posted on the ware-houses containing the cargo in question stating that the cargo is the property of American citizens and that the godowns in which such property is stored is leased to an American corporation, but in order to meet Dr. Sun more than half way in the matter of fairness, an offer has been made to submit the matter to arbitration.

Dr. Sun and his representatives have been fully aware of the vendor's intention to remove the cargo from Canton, and have made indirect insinuations that they claim the cargo. The vendors many times requested that a formal claim might be lodged against them by Dr. Sun through the Chinese Maritime Customs or the American Consul-General but no such claim has been formulated. Now that a ship has been chartered and labourers commenced to load the ship, Dr. Sun, through his representatives, has threatened violence against American property and has caused an insidious propaganda of intimidation to be spread through the shipping circles of Canton.

COAL PILFERERS.

At the Marine Magistracy yesterday morning two masters of fishing boats were charged with depositing substance in the waters of the Colony without the permission of the Harbour Master.

Giving evidence Detective-Lance-Sergt. Whelan said that he chased three boats and saw defendants throw coal overboard. Defendants finally upset their boats but the officers raised the craft and brought them back to custody.

Fines of \$5 each on each count were imposed.

Not a single accident was reported to the Empire Exhibition authorities on the opening day when there was an attendance of about 150,000 persons.

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IN YOUR EQUIPMENT IS HALF THE BATTLE WHEN CONTESTING ANY GAME OF SKILL.

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SMART
MILLINERY
EVENING GOWNS
EVENING BAGS
EVENING SCARVES
HAIR BANDS

CABLES.

LATEST CABLES.

[THROUGH RUTTER'S AGENCY.]

POLITICAL DISORDERS IN S. AFRICA.

GENERAL SMUTS HOWLED DOWN.

Cairo, June 2nd.

Several newspapers demand drastic action to prevent disturbances in the political campaign which have hitherto broken up many of the South African party meetings, notably at Durban yesterday where General Smuts was unable to get a hearing.

He subsequently declared "The red flag has come to South Africa and free speech is denied us! This will do more than any speech of mine to arouse public realisation of the dangers of pact rule."

EMIGRATION AND COLONIZATION.

Rome, June 2nd.

The Emigration Conference has concluded after adopting practically unanimously the resolutions drafted in committee dealing especially with the general principles of treaties respecting emigration and colonization. An important matter determined was a declaration of principle in regard to the legal status of emigrants and conditions governing the residence of workers in foreign countries.

The conference passed a resolution urging the institution of compulsory medical examination of emigrants before embarkation. It was decided to hold a second conference in 1927 in one of the immigration countries.

MR. THOMAS GETTING WELL.

London, June 2nd.

Mr. J. H. Thomas, the Secretary of State for the Colonies, has recovered though still in bed.

EARLIER CABLES.

AUSTRIAN CHANCELLOR SHOT.

ASSAILANT WOUNDED.

Vienna, June 1st.

Chancellor Seipel has been shot and seriously, but not fatally, wounded. His would-be assassin was also shot, and seriously wounded, during his arrest. Chancellor Seipel was returning from Wienerneustadt, and had just alighted at the southern station when a man who had travelled on the same train made an attack. The shot penetrated one lung, inflicting a serious wound, but it is not thought that it will prove fatal. The assailant then turned the weapon on himself when about to be arrested. He refused to disclose his identity. The Chancellor was immediately removed to hospital.

The Chief of Police, in a statement, says the crime was political.

Another Vienna message says the Chancellor was wounded twice, the first wound being slight and the second more serious. The assailant has been identified as a weaver named Jaworek, of Pottendorf, near Wienerneustadt.

A bulletin states that Seipel spent a quiet night. His condition is satisfactory. As the hemorrhage has not extended no operation has been performed.

SOVIET COMMUNIST CONGRESS.

M. TROTSKY RE-ELECTED.

Moscow, June 1st.

M. Trotsky is among the re-elected members of the Central Communist Party Congress. Radek was not re-elected.

THE WORLD'S SPORT.

DAVIS CUP TENNIS.

INDIA BEATS HOLLAND.

Amst., June 1st.

In play for the Davis Cup, India beat Holland by 4 matches to one. Jacob (India) beat Timmer (Holland) 3-6, 6-6, 6-3, 2-6, 6-1; and Slem (India) beat Van Lennep (Holland) 6-3, 6-3, 7-5.

It was Jacob's steadiness which won him a keen match, as Timmer invariably started the set well. Slem was steady as a rock and altogether too much for Lennep, returning the ball despite Lennep's hardest drives.

OLYMPIC FOOTBALL.

Paris, June 1st.

In the third round of the Olympic association football tournament Sweden beat Egypt by 6 goals to nil, and Uruguay beat France by 5 goals to one.

AMERICAN BASEBALL.

New York, June 2nd.

NATIONAL LEAGUE.
New York, 6; Boston, 11.
Brooklyn, 8; Philadelphia, 7.
Chicago, 2; Pittsburgh, 1.
Cincinnati, 2; St. Louis, 6.
AMERICAN LEAGUE.
Cleveland, 3; Detroit, 10.
St. Louis, 4; Chicago, 7.

FRENCH CABINET RESIGNS.

FIERCE OPPOSITION TO PRESIDENT MILLERAND.

Paris, June 1st.

The Poincaré Cabinet has resigned.

LATER.

The crowd gave M. Poincaré a shout when he was leaving the Elysée. The Socialists and Radical-Socialists of the Chamber adopted the motions against M. Millerand.—Herald.

PARTY DIFFICULTIES.

Paris, June 1st.

The dead set against M. Millerand by the Left parties is considerably aggravating the political crisis and is likely to render the formation of a new Cabinet most difficult, as several sections oppose collaboration with the President in the slightest degree. The Radical and Radical-Socialist Federation yesterday demanded M. Millerand's immediate resignation, while to-day the Radical-Socialist deputies, of whom the leader, M. Herriot, is a prospective Premier, unanimously passed a resolution that the new majority in the Chamber is unable to accord M. Millerand confidence because "he exceeded his constitutional role."

Only the intervention of M. Herriot, who explained that he desired to retain freedom of action if commanded to form a Cabinet, prevented the meeting adopting a proposal forbidding any Left party member accepting the Premiership from M. Millerand.

Meanwhile the Socialist party Congress, also the Republican-Socialist and Independent Socialist deputies, at a meeting presided over by the ex-Premier M. Poincaré, were uncompromising in their attitude, the former instructing their Parliamentary representatives to fight any Government formed under M. Millerand and the latter declaring that the least collaboration with M. Millerand would be inconceivable prior to M. Poincaré's resignation becoming effective.

The Council of State has ratified the decree laws, which were forced through the last Parliament in the teeth of strong opposition, reducing the departmental expenses by four hundred million francs. M. Millerand subsequently countersigned the ratification.

Unanimous votes carried a plenary meeting of the Left bloc, attended by all sympathetic parties endorsing the Radical-Socialist motion, adopting M. Poincaré as a candidate for the Presidency, on the proposal of M. Herriot, and expressing unconditional confidence in M. Herriot.

M. HERRIOT'S POLICY.

LATER.

In a speech, M. Herriot declared that if he did not secure the support he asked from the Socialists, he would not consent to assume office. He anticipated that the external difficulties would not be so many as suggested, for a Democratic Europe and confidence in him. The aim of his Government would be European peace. He would take all measures to maintain the equilibrium of the Budget, and even recourse to the Court, if needed, in order to put an end to certain manoeuvres.

BRITISH PREMIER'S OFFER.

London, June 2nd.

With reference to the reports in the French Press that Mr. MacDonald has written to M. Herriot offering to confer with him at Paris on the international situation and that M. Herriot replied pointing out that he was not yet entrusted with Cabinet-making, *Reuter* is informed that it is obvious that both sides desire an early settlement, and it is reasonable to assume there has been some form of communication regarding a possible meeting of the two statesmen.

It is further pointed out that Mr. MacDonald agreed to a suggestion that he meet Signor Mussolini, but it was impossible at present for the Premier to absent himself from England for long enough to go to Switzerland for that purpose. It would not be so difficult, however, for him to meet the new French Premier in Paris.

ANGLO-PORTUGUESE DIPLOMATIC STATUS.

London, June 1st.

The British Legation at Lisbon and the Portuguese Legation in London have been elevated to the status of Embassies.

EARLIER CABLES.

DISASTROUS SCHOOL FIRE.

MANY GIRLS KILLED AND INJURED.

Los Angeles, June 1st.

Five girls and the matron of the Hope Development School for sub-normal girls, at Plaza Del Rey, were killed in a fire which destroyed the building. Three girls are missing and 19 are injured, who jumped from a height, and these latter have been sent to hospital.

LATER.

The latest reports show that there are eighteen dead, sixteen of whom are from 5 to 15 years of age. Twenty-three girls and the matron perished in the fire. Nineteen are suffering from burns and injuries caused by jumping from windows.

GOLFING.

CURING THE COMMON FAULTS.

DUNCAN'S METHODS.

Every golfer, alive or dead, has at one time or another suffered some dreadful complaint which, for longer or shorter periods, has completely disorganised his game. It may mean weeks, months, even a year of torture. The particular disease may be hooking, slicing, socketing, smothering, topping, sudden loss of length, in fact, any one of a catalogue of disturbances so agonising as to give rise to the oft-repeated question, "Is this a game really worth playing?" The question answers itself: if it were easy "it would lose its fascination. Men pursue golf as they pursue an enemy; the thing has to be conquered. But there is this difference, that whereas you can conquer an enemy you cannot conquer golf. That is the great charm, the motive of all our efforts—the phantom of perfect success flits ever before our eyes. Golfers will risk their all, homes, and business, to excel in hitting insignificant little balls into insignificant little holes. It is a mysterious business.

I was led into this abstract thinking on picking up George Duncan's revised edition of his book, "Present Day Golf." I opened it at the chapter entitled, "How I Cure Faults." Here they are, the whole sorry lot, laid bare ready for the surgeon's knife. He commences with the man who has no real "ball sense," the man who will never be a golfer in the proper way, although it would be better not to tell him so to his face.

BEST OF A BAD JOB.

As Duncan says, the most that can be done for them is to make the best of a bad job. So he tries, and starts them off by giving them a club with a hook. Slicing is their organic disease, and if the hook does not get rid of the slice it reduces it to reasonable proportions. Duncan has invented a swing for the feeble player. The clubhead keeps close to the ground, goes more or less round the legs. Having gone as far as he can in this way, the player then takes the club up and stops fairly short. Such a swing will produce steadiness and a sense of balance. But it will never produce length, so Duncan impresses upon players of this type to specialise in the short game. By picking and putting well they "may come to beat a good many people who ought to be beating them." There is much sound common sense in all this, and if golfers with strict limitations would sink their pride and take the advice to heart they would get a lot more fun out of the game.

Hooking and smothering—one and the same thing—come first in Duncan's list of common, everyday faults. The chief cause of this pestilential disease, he says, is the lifting of the right elbow high in the air at the top of the swing, and so forcing the right hand to open. "Feeling that his right hand is open at the top, and that he has lost control, the player makes a grab at the club on the way down." He succeeds in catching it, but the sudden grab has turned the club face over, and the toe of the club is turned inward. Consequently the ball is smothered. Duncan himself laid an attack of hooking about a year ago, and it was caused by the right elbow forcing its way upwards. Many people, he adds, make it more fatally easy for themselves by opening the right hand, as they waggle, and by permitting the right elbow to wander too far from the ribs.

SLICING AND LACK OF PIVOTING.

Now we come to the slice where everything plunges into a rough on the right. A month of this and the demoralised golfer is on the point of buying a revolver. "It is very long odds indeed," observes Duncan, "that he is not pivoting enough. In fact, in nearly every case of slicing the troubles boils down to just this—lack of pivoting." In another part of the book Duncan says: "Really, I feel almost inclined to say that pivoting is the whole secret of golf, and that nothing else matters. This much is pretty certain, that unless the left shoulder starts going round with the club it is all up with you and your shot." He lays tremendous stress upon the turn of the left shoulder. But I do not find anything in the book about his new theory regarding the initial movement of the swing—the all-important thing in golf. It is a lateral movement of the hips, induced by the handle of the club starting first, and not the clubhead. Then the hips whip round and the left shoulder with them. This is Vardon's method: the hands lead, the hips move to the right—a small sway of the body, in other words—and then comes the turn of the body. Of necessity the head moves a little, but the eye is kept steadfastly on the ball.

Hands leading is perhaps a method more for the experts than for babes and sucklings. But it is a curious fact that slow motion films show clearly that nearly all the famous golfers do lead the swing with the hands, and a lateral movement of the hips. During these few seconds of time, the clubhead retains its position behind the ball. In his remedy for slicing Duncan omits mention of the lateral movement, but confines himself to exhorting the player to start his swing with the turn of the left shoulder. The right hand is often a constant slaver in producing sliced shots. It is apt to take complete charge. "Naturally," (Continued at foot of next column.)

"SHILLINGS WORTH OF FARTHING'S."

CURIOUS LEGACIES OF AN EX-CIVIL SERVANT.

Some curious bequests are made under the will, recently proved, of a retired Civil servant, of Irish descent, living in the West of England. Among them are:

To two nephews, living in Scotland, "one shilling's worth of farthings between them."

To a person named, "the poor orphan boy whom I was generous (sic) enough to take, educate, etc., receiving a very poor return for my good intentions, I leave a shilling's worth of small postage stamps."

To a niece he leaves the bulk of his property "on condition that she never by word, act or deed, of any description, has anything to do with a man who is known by the alias 'Bro.'"

To another relative he leaves one shilling and half a collection of photographs.

Of a brother, to whom he makes a small bequest, he states "he is not to have a single farthing or anything else from me except what is given to him above."

Such wills as these are rare. Some years ago a man left his wife one farthing, directing that it should be sent to her by post in an unstamped envelope, as she had called him an old pig and many other names. At that time the receiver of such a letter would have been charged eight pence by the Post Office in respect of an unstamped letter containing coal. Another testator in the Midlands, some years ago, left his property to his daughter, on the condition that she paid to a person named the sum of threepence-halfpenny for the purchase of a hempen cord or halter for the use of his "dear" wife, "which I trust she may make use of without delay."

"CUTTING OFF" THE WIFE.

Another Midland testator not only "cut off" his wife with the proverbial shilling, but directed that that sum should constitute her sole claim against his estate, and that any expense she might be put to in connection with his estate should be met out of her own pocket. It is on record that a railway official in the South of England stated in his will: "My estate would have been considerably larger if it had not been for my unfortunate marriage with the cleverest known legal daylight robber. My associations with this pernicious human vanguard cruel I consider to have cost me considerably over £100."

Another husband who had attempted to obtain a divorce from his wife, but whose petition was not successful, left to her the sum of one shilling out of an estate of £72,000.

It is not always spite that causes natural legacies to be excluded or "cut off." A wealthy tiled banker, for instance, stated: "I have not given my son any interest in my residuary estate as I am satisfied that it is useless to give him property, for he would waste it in attracting around him companions of whom I should not approve. I am satisfied that he is irresponsible, but that his wife, as long as she lives with him, will allow him to have what is necessary." And there is the railway millionaire, Mr. G. M. Pullman, of Chicago, who restricted certain of his sons to £500 per annum as they had not "developed such a sense of responsibility as is requisite."

marks Duncan, "if the right hand is gripping the club tight it will take the nearest way to the top, and instead of over swinging or slicing the club up, it is lifted up. It is impossible to get the true arc if the right hand absolutely overpowers the left at the start, as the left shoulder is doing nothing, and a swing cannot be accomplished unless the left shoulder is moving." Note reference to the left shoulder.

IRON CLUB PLAY.

Other conditions will produce slicing, one being an unequal distribution of weight at the start of the swing. Too much weight is on the left foot, and when this happens one of two things follows; either there is a sway of the body to the right or when the top of the swing is reached more weight is piled on the left foot. This is a desirable condition of things in iron play, but wholly wrong in the wooden club shots. Duncan says that with the iron clubs the golfer "will try to hit the ball instead of pushing it."

They won't get enough weight on the left foot, and they let their hands fall behind. The natural effect of this is to shut the blade of the club. It reaches the ball with the nose a little turned in, and the ball flies to the left." He recommends shoving the hands a couple of inches forward when addressing the ball, and to move the weight on to the left foot, not in the address, but as the club goes up. "A vast number of mangle shots are 'suffered' through this lack of weight on the left foot at the top."

GROWING OLD.

THE SECRET OF LONGEVITY.

No one knows it; it eludes analysis. Good health, good luck, prudence, temperance (in the widest sense)—these, and much besides, enter into it. But when all has been said or guessed, we have to fall back on the time-old Homeric formula that "these things lie upon the knees of the gods," or the Psalmist's reminder that "The days of men are threescore years and ten; and though men be so strong that they come to fourscore years, yet is their strength then but labour and sorrow." Increased civilization and the growth of sanitary science may increase—probably have increased—the average of longevity. But only those who have been spared to old age know anything about it; and they can explain but little. May I offer a few random thoughts?

My own old age finds me, I am thankful to say in good health, and in possession of my faculties; no longer as strong as before in mind or body, no longer fit for any post of responsibility, but enjoying quietly the rest to which anyone is entitled at threescore years and ten, and with which, after that age, anyone ought to be content. I have no sympathy with the wish to "dis in harness," which makes old men hang on to duties—some times very responsible duties—to which they are no longer equal. It only means that others do most of the work. The old horse does not pull up to the collar, or (to use another metaphor) the veteran oarsman does not pull his weight in the boat. Old men, too, are naturally conservative. They shrink from new ideas and even necessary changes. Solve senescence for the sake of others; for his own sake, let him retire while others are still sorry to lose him, and do not yet begin to ask "Why does that old man hang on so long?"

There have I have said, no fixed or formulaic secret of longevity; every one that is permitted to reach old age must question his or her own experience. If I were asked, for example, to what I attribute such mental and bodily health as I am still able to enjoy, I should reply first (as Nehemiah ascribed the favour of his royal master) "to the good hand of my God upon me"; secondly, to the loving care of a devoted wife; thirdly, to a sound constitution and (up to middle life) much active exercise; fourthly, to regular habits and freedom from "fads." I never willingly sat up late at night; I never injured my digestion by fondling irregularity at meals; though fond of fresh air, I never had the craze for perpetual draughts or open windows at night in all weathers; nor have I ever been a vegetarian, a teetotaler, or a smoker. Tobacco may be wholesome—I would rather say less unwholesome—in moderation; but how few smokers seem able to observe moderation! Smoking, I admit, is a scintillating habit; and to have missed the friendly intercourse of smoking rooms—many have been a loss to me. But I also missed the late hours in a vitiated atmosphere, with unnecessary consumption of whisky and soda; and on the whole, perhaps, I have a balance of advantage over my smoking friends. Of the deplorable and growing prevalence of smoking among women, I will not trust myself to write: *Corruptio optima proutur.*

One secret, however, there is when longevity has been granted, and that is contentment. A quiet, calm, contented old age is beautiful both to him that has and to others that see it. No vain regrets for work and opportunities gone by; no jealous envy or carping criticism of the younger generation, but kindly interest in their success, and readiness to admit that new methods and new ideas may be needed. The old Drum-tickety stone-breaker in Under the Bonnie Brier Bush, who was persuaded to retire from active duty at 63 and spent ten years more in regretting his business and criticizing his successor, is not a pattern for us octogenarians. We have had our day and played our part, and must be content to leave the stage to others, acquiescing cheerfully in our own disabilities, while sympathizing with the enthusiasms and hopes of youth. It is tempting to be only a *laudator temporis acti*, but it does not answer. It makes us aliens from present-day life, and pessimists as to the future. It does not encourage young people to respect our age, nor us to take any pleasure in their enjoyment. Have we not still the sunlight on the flowers and the merry voices of children to cheer us even to the verge of the grave?—*Times*.

HOW A VICAR EKES OUT A LIVING.

NIGETS IN RESTAURANT BAND.

The Rev. C. L. Bradley, vicar of Chesterton, near Leicester, Oxon, has refused to accept the Easter offering, amounting to £3 14s. 3d.

At the Easter vestry meeting, he said if he were to accept that sum without a protest he would be either a fool or a knave—a fool if it were supposed that he thought the amount to be an adequate offering to God from the parish for the sacred ministrations provided, or a knave if it were supposed that he would be glad enough to accept it at the price of keeping his mouth shut when the truth should be told.

The bishop had requested that those offerings should be made towards the maintenance of the clergy, not to pay for their dog licences.

"Morally speaking," the vicar said, "I have saved this parish £150 by trying to eke out my living without asking for its support." To this end I have travelled 10,000 miles and worked 1,000 hours in Oxford, also playing the violin in a restaurant orchestra. Five pounds or thereabouts can be picked up any night by a whist drive without any trouble."

BOLSHEVYKS AND BRITAIN.

PROPERTY NOT TO BE RESTORED.

M. RAKOVSKY'S "NEVER."

A long statement was issued last month by M. Rakovsky, leader of the Soviet delegates, who are now attending the London conference on the restoration of Russia's credit.

The statement is mainly an outburst directed against the British bankers, who, on the eve of the conference, sent a memorandum to Mr. Ramsey MacDonald suggesting that Russia should restore confiscated private property set up a proper civil code, and observe the sanctity of contracts before any loan, such as she seeks, be granted to her.

Points from M. Rakovsky's statement are—

The memorandum demands the re-establishment of private property, the abolition of the monopoly of foreign trade and a change of our code. Our answer to such an attempt is a categorical "Never!"

At the price of incalculable sacrifices, at the price of the total ruin of the country, of famine and epidemics, which have carried away millions of lives, the workers and peasant masses of the Union have won the right to organize their life in their own way.

The only concern of those who have signed the memorandum is to destroy the chances of a loan being granted to the Soviet Government in this country.

Should we not be required to pay off certain liabilities we would not ask for a loan.

We cannot ask like certain other States who have formally recognised their debts but never paid off a penny.

Russian-British trade would increase many times could we get a loan.

It is not plain that most of the timber needed for the British housing programme could not be obtained on profitable terms from anywhere but our country!

Unlike all other loans that have been contracted here we intended to leave the larger part of the sums in England as payment for our orders.

Will the bankers help the small investors to get back their savings invested in Russian pre-war loans?

GUARANTEES.

It is not true that the loan invested in Soviet Russia runs any risks. These loans will offer more guarantees than others contracted here on the English market.

It is because of our monopoly of foreign trade that we are such honest payers.

I must firmly declare that we will not restore property to former owners.

One of the practical means of compensation the former owners could be to lease to them on a concessionary basis enterprises which had been formerly their own, and which, according to our economic plan, are given as concessions.

The question of the liquidation of pre-war debts could be solved satisfactorily only subject to a consideration for our counter-claims—that is to say, on condition of real help being extended to us and interested circles taking into account the ruin brought upon us by intervention and which we are now warring off with so much pains.

THE NEWEST STAMPS OF BRITAIN.

Stamp collectors are delighted to learn that special commemorative stamps are being printed to celebrate the British Empire Exhibition. This is the first occasion on which special stamps with have been issued to celebrate an exhibition in Great Britain, and the innovation is likely to prove exceedingly popular.

Many other countries have issued stamps to make known events of national importance. Quite recently France issued three adhesive labels bearing the head of Pasteur to celebrate his centenary.

Some of the stamps of the past have been of considerable interest and the design very pleasing. To commemorate the 700th anniversary of the birth of St. Anthony a series of stamps were issued in Portugal in 1885, and depict St. Anthony preaching to the fishes, and his ascension accompanied by angels.

Our West Indian and American Colonies are proud of their past history and have no opportunity of issuing commemorative stamps. Last year the founding of St. Kitts Colony, in 1623, was responsible for a whole series. Bermuda issued two stamps which were in use concurrently in 1918, celebrating the tercentenary of the establishment of representative institutions. Barbados issued a "Victory" stamp in 1919. Trinidad gave us a 2d. stamp in 1920 showing the landing of Columbus.

It is to Newfoundland, however, that one usually turns for some of the best examples of these commemorative stamps. The Cabot issue of 1897 commemorates the 400th anniversary of the discovery of Newfoundland and is a very fine set depicting the colony's resources and history. In 1919 a further series arrived commemorating the 300th anniversary of the settlement, followed in 1911 by an additional special set containing portraits of all the Royal Family to celebrate the Coronation.

Some of the commemorative stamps have been of an unusual character. The 1905 series of Spain was issued to celebrate the 300th anniversary of the publication of Cervantes' "Don Quixote." Montenegro overprinted its stamps in 1905 with an inscription to commemorate the fourth centenary of the printing of the first book in Montenegro, and Ecuador some huge labels in 1906 to celebrate the triumph of the Liberal Party.

TRACED BY LISTENERS-IN.

At an inquest at St. Pancras, recently on a man who was knocked down by a motor-car, it was stated that the police obtained witnesses of the accident by means of a wireless appeal sent through the British Broadcasting Company. The Coroner: "That clearly shows the value of broadcasting."

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"ATLAS MARU" ... Wednesday, 11th June

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"CANADA MARU" ... Friday, 6th June

BOMBAY via Singapore and Colombo.

"BORNEO MARU" (Calls at Penang) ... Wednesday, 4th June

"SUMATRA MARU" ... Friday, 20th June

BANGKOK, SAIGON via SINGAPORE.

"BUSHO MARU" ... Wednesday, 2nd July

CALCUTTA via Singapore & Rangoon.

"GANGES MARU" (Calls at Penang) ... Thursday, 26th June

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... Wednesday, 9th July

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYRE MARU" ... Beginning of July

JAPAN PORTS—Mojii, Kobe, Osaka, Yokkaichi and Nagoya.

"AMZON MARU" ... Saturday, 14th June

"CELEBES MARU" ... Thursday, 18th June

"ARIZONA MARU" ... Monday, 30th June

KEELUNG via SWATOW & AMOY.

"AMAKURA MARU" ... Sunday, 8th June, Noon

"KAIYO MARU" ... Sunday, 15th June, Noon

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 5th June, 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Sunday, 8th June

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INDIAN MARINE.

HISTORY AND FUTURE OF THE SERVICE.

Lord Amphil, at a lecture at the Royal United Service Institution by Rear-Admiral H. L. Mawbey on The Past and Future of the Royal Indian Marine, called attention to the changes in Indian Government and pointed out that if the peoples of India were to govern themselves one of the first essentials was that they should be able to defend themselves, because that was the paramount duty of every country. India had a coast of thousands of miles and her safety depended not only on military but naval forces. That condition had not been taken into account by the statesmen who had brought about the change in the Government of India.

Rear-Admiral H. L. Mawbey traced the history of the service. He gave some account of the pirates which for hundreds of years had existed on the Bombay coast. These were not only Indian but European, and generally were as well armed and equipped as the Company's ships.

CAPTAIN KIDD.

He mentioned Captain Every and Captain Kidd, the latter having been sent out by the Earl of Bellmont as Governor of New York to suppress piracy. Captain Kidd was given the Adventure galley and promptly became a pirate himself. He was finally captured after an attempt to make Perim a great pirate headquarters. He was taken to New York and in the end was hanged at Execution Dock, London. When the Indian Navy was abolished and all Europeans in the crews were withdrawn the ships were manned by descendants of these pirates, and such was the case still. An Indian National Navy was aimed at by the present theorists, manned by Indian officers and sailors. He threw strong doubts on the success of the "Indianisation" of the Indian marine, but they might find unexpected qualities in some of the Indians who were likely to join an Indian Navy.

UNEXPECTED INDIAN SEAMEN.

In the course of the discussion which followed Colonel Sir Charles Yate, M.P., said that there was a breed of seamen in the East which could be made most useful in Eastern work.

Admiral Sir Drury Wake held that the way the Indian Government had treated the Indian marine was scandalous.

Captain Egerton, R.N., pointed out that though some of the ships were armed they could not fire a gun in anger without becoming "pirates." It was a farcical situation.

Major-General W. H. Gray recalled that in Mesopotamia the officers of the Indian Marine who could not carry out their work under the Indian Government did the same work perfectly when they were transferred to the Royal Engineers.

SHIPS GUIDED BY WIRELESS.

STATIONS ALL ALONG THE BRITISH COAST.

A girdle of wireless direction-finding stations is to be placed round the British Isles for the assistance of mariners.

The Post Office intimates that facilities for direction-finding will be provided at once by wireless stations at the Lizard, Berwick, and Flamborough Head, while other stations will be opened shortly.

"These stations," a Government official said, "should be of the greatest value to mariners, particularly in the North Sea and in the Channel during foggy weather. A skilled navigator will be in charge at each station, and on a wireless message being received from any vessel, no matter from what distance, the station will be able to give it its exact position and that of any vessel near it. This system, in conjunction with all the other marine appliances, should make collision in fog nearly impossible. A ship can also be warned when it is too near the coast or dangerous rocks."

A ROMANCE OF THE SEA

The *Strait Times* (Singapore) last week said: "There is at present lying in the roads a dingy little sailing vessel named the *Ellis* whose history constitutes a veritable romance of the sea. Built in 1899 as a yacht, and with traces of her original grace still clinging about her, the *Ellis* if the story be true was once in the best of marine society, for away back in the eighties she was presented by Queen Victoria to the King of Spain as a pleasure yacht. Since then she has changed her name and owner several times, and now she is sailing under the Norwegian flag with a cargo of explosives for China."

SHIPPING NOTES.

Silk forwarded from here by *Empress of Asia* on May 5th arrived in New York on May 31st having been 23 days in transit.

VESSELS EXPECTED.

Anchises (Blue Funnel), due June 14th.

Demodocus (Blue Funnel), due June 7th.

Empress of Australia, due June 4th, 2 p.m.

Elmhor (Blue Funnel), due June 24th.

Hakozaki Maru (N.Y.K.), due June 10th.

Hakusan Maru (N.Y.K.), due June 20th.

Polypheenus (Blue Funnel), due June 3rd.

President Hayes (Dollar), due June 2nd.

President Jackson (Admiral Oriental), due June 6th.

President Jefferson (Admiral Oriental), due June 10th.

President Lincoln (P.M.), due June 7th.

President Van Buren (Dollar), due June 9th.

Pyrrhus (Blue Funnel), due June 28th.

Talma (B. I. & Apear), due to-day.

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Hongkong, 29th May, 1924. [S2]

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SAILINGS SUBJECT TO ALTERATION.

DESTINATION	SHIP	DAY	TIME
BANGKOK via SWATOW & SHANGHAI	"HANGSANG"	Tuesday	3rd June, 12 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YUSANG"	Wednesday	4th June, 9 a.m.
SANDAKAN	"MAUSANG"	Friday	6th June, 1 p.m.
MANILA via AMOY	"SUISANG"	Saturday	7th June, 2 p.m.
SHANGHAI via SWATOW	"KUNGSANG"	Sunday	8th June, 10 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday	8th June, 10 a.m.
KOBE via SHANGHAI	"KUTSANG"	Wednesday	11th June, 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"TAKSANG"	Wednesday	11th June, 10 a.m.
TIENSIN	"CHUHSANG"	Wednesday	11th June, Noon
SHANGHAI via SWATOW	"TUNGSHING"	Friday	13th June, 10 a.m.
BANGKOK via HOIHOW	"CHUNGSANG"	Saturday	14th June, 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday	14th June, 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday	15th June, 10 a.m.

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"GLENTARA"	29th June			

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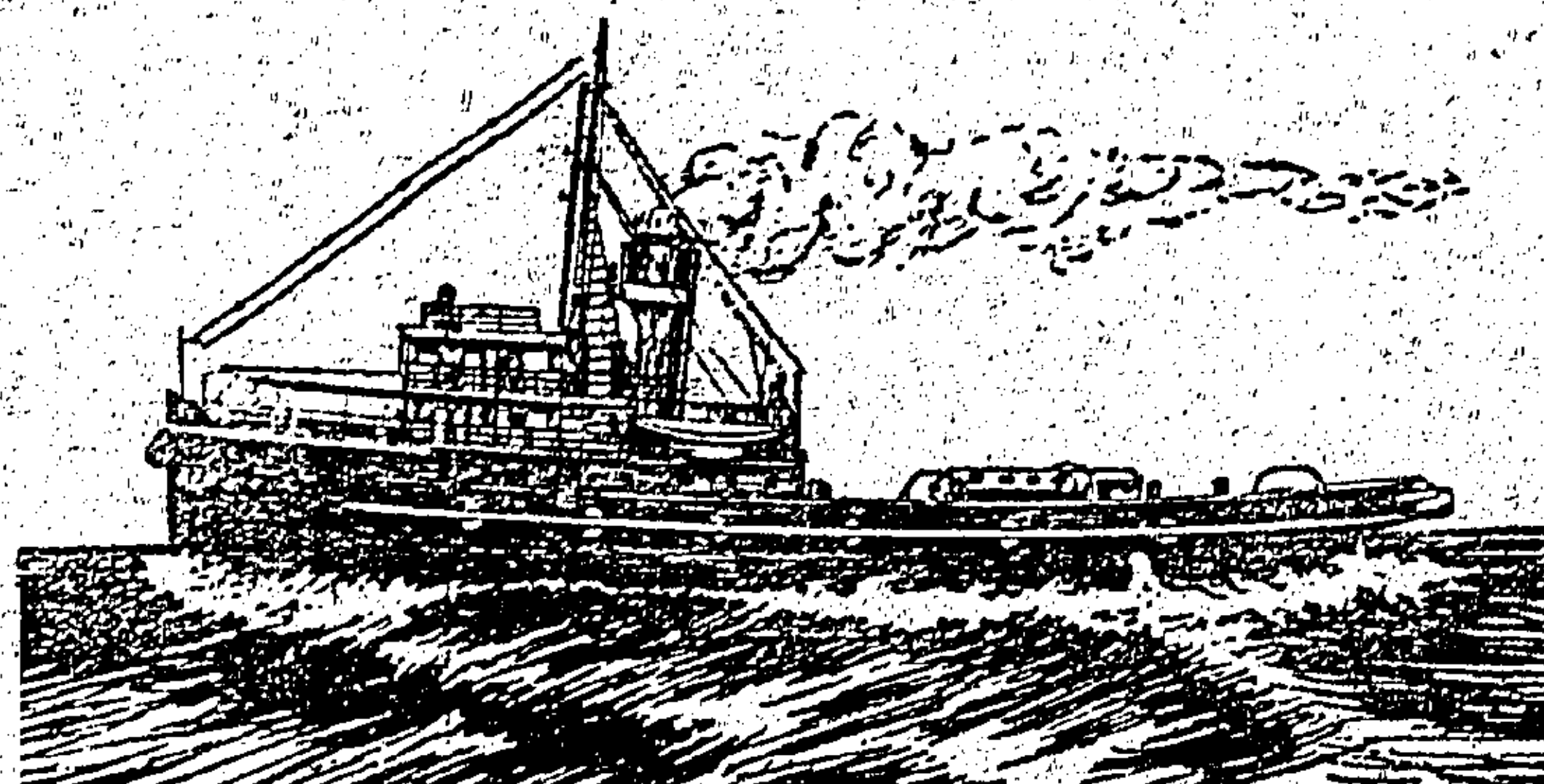
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"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service—1921. Length 165' B.E. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven sumppumps and centrifugal pumps, air compressor, wireless, and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager—

R. M. DYER, B.Sc., M.I.N.A., Whampoa Dock, Hongkong.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.
 "CITY OF ARGENT" 13th June Marseilles, London, & Hamburg
 "CITY OF LAHORE" 30th Oct Shanghai and Japan
 "CITY OF LAHORE" 7th Dec Marseilles, London, etc.

FARES TO LONDON.
 SINGLE 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 6s. "B" £2 5s.
 RETURN "A" £4 18s. "B" £4 17s. "A" £3 10s. "B" £3 9s.
 Cargo Steamers, Saloon Passage £22.

NOTE—Particulars of Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—
THE BANK LINE, LTD.
 (Tel. Central 780).

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the
"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

"DIOMED" via Suez Canal 11th June.
 "MENELAUS" via Suez Canal 21st June.
 "CITY OF SHANGHAI" via Suez Canal 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	8th June
CHANTILLY	22nd June
ANZES	23rd June
PORTUGES	29th June
AMAZONE	7th July
ANGKOR	17th Aug

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) £ 95. On O/L. B CLASS (1st Class) £ 83. On O/L.
 STEAMERS (2nd) £ 68. On O/L. STEAMERS (2nd) £ 60. On O/L.

Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"loading for HAVRE, ANTWERP & DUNKIRK about

"MIN" from DUNKIRK, LONDON & HAVRE is due to arrive End of June.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
 2, QUEEN'S BUILDING.
 CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
 AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	Capt. W. S. Turnbull	Tuesday	3rd June, at 1 p.m.
HAINING	Capt. W. C. Passmore	Friday	6th June, at 4 p.m.
HAIFONG	Capt. Ellis Walker	Tuesday	10th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
 General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**

and
NEW YORK

S.S. "ROMAN PRINCE" 16th June.
 S.S. "EASTERN PRINCE" 1st July.
 S.S. "GALLIC PRINCE" 16th July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
 (Incorporated in Great Britain).
 St. George's Building.

Telephone: Central 3185
 Telegrams (Furnprince)

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,473	3rd June, Noon	Manila, Spore, & B'bay.
"SICILIA"	5,513	11th June, Noon	Spore, Penang, Colombo & B'bay.
"KASHGAR"	5,840	12th June, Noon	Mars, London & Antwerp.
"MOORE"	10,911	23rd June	do.
"KIDDERPORE"	5,334	30th June	Spore, Penang, Colombo & B'bay.
"SOUDAN"	6,696	9th July	Spore, Penang, Colombo & B'bay.
"KARMA"	9,098	12th July	Mars, London & Antwerp.
"MALWA"	10,941	28th July	do.
"SICILIA"	5,513	9th Aug.	Spore, Penang, Colombo & B'bay.
"KASHGAR"	5,840	23rd Aug.	Mars, London & Antwerp.
"MOORE"	10,911	30th Aug.	do.
"KIDDERPORE"	5,334	6th Sept.	Spore, Penang, Colombo & B'bay.
"SOUDAN"	6,696	12th Sept.	Mars, London & Antwerp.
"KARMA"	9,098	20th Sept.	do.
"MALWA"	10,941	4th Oct.	do.
"SICILIA"	5,513	18th Oct.	do.
"KASHGAR"	5,840	1st Nov.	do.
"MOORE"	10,911	15th Nov.	do.
"KIDDERPORE"	5,334	29th Nov.	do.
"SOUDAN"	6,696	13th Dec.	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	14th June	Singapore, Penang & Colombo.
"TALMA"	10,000	30th June	Singapore, Penang & Calcutta.
"JAPAN"	6,052	5th July	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,030	2nd July	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th July	Island, Townsville, Brisbane,
"EASTERN"	4,000	27th Aug.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	4th June	Amoy, M'ji & Kobe.
"KIDDERPORE"	5,334	6th June	Shanghai & Kobe.
"ARAFURA"	6,030	7th June	Moji & Kobe.
"KARMA"	9,098	13th June	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	14th June	Shanghai.
"JAPAN"	6,052	15th June	Moji & Kobe.
"TALMA"	10,000	23rd June	Shanghai, Moji & Kobe.
"KIDDERPORE"	5,334	27th June	Moji & Kobe.
"ARAFURA"	6,030	5th July	Shanghai, Moji & Kobe.
"KARMA"	9,098	11th July	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	21st July	Moji & Kobe.
"JAPAN"	6,052	25th July	Shanghai, Moji & Kobe.
"TALMA"	10,000	28th July	Shanghai.
"KIDDERPORE"	5,334	1st Aug.	Shanghai, Moji & Kobe.
"ARAFURA"	6,030	2nd Aug.	Moji & Kobe.
"KARMA"	9,098	8th Aug.	Shanghai & Kobe.
"SOUDAN"	6,696	8th Aug.	Shanghai, Moji & Kobe.
"JAPAN"	6,052	22nd Aug.	do.
"TALMA"	10,000	5th Sept.	Moji & Kobe.
"KIDDERPORE"	5,334	19th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,030	3rd Oct.	do.
"KARMA"	9,098	10th Oct.	Moji & Kobe.
"SOUDAN"	6,696	15th Oct.	Shanghai, Moji & Kobe.
"JAPAN"	6,052	1st Nov.	do.
"TALMA"	10,000	15th Nov.	Shanghai, Moji & Kobe.
"KIDDERPORE"	5,334	29th Nov.	do.
"ARAFURA"	6,030	6th Dec.	Moji & Kobe.
"KARMA"	9,098	13th Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels (Measuring not more than 2 ft. x 2 ft. x 1 ft.) will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
 Agents.

22, Des Voeux Road Central, HONGKONG.

Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

Y. K. MARU No. 1 on or about 9th June.

For further particulars, please apply to—
 Branch Office: S. MITARAT AGENT.
 No. 37, Bonham Strand West. Top Floor King's Building.
 Tel. Central No. 155. Tel. Central Nos. 140 & 445.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamers	Date of Departure
AMOY & SHANGHAI	"SINKIANG"	On 3rd June, 2 p.m.
SWATOW & BANGKOK	"KWANGTONG"	On 3rd June, 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 3rd June, 2 p.m.
SHANGHAI	"SHANSI"	On 4th June, 3 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 4th June, 4 p.m.
SWATOW & SHANGHAI	"LINAN"	On 5th June, 2 p.m.
SHANGHAI	"KASHING"	On 6th June, 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 7th June, 3 p.m.
SWATOW & SINGAPORE	"KIANGSU"	On 8th June, 2 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 8th June, 3 p.m.
SHANGHAI & NEWCHOW	"NEWCHOW"	On 9th June, 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENAN"	On 10th June, 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 10th June, 2 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 12th June, 2 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 14th June, 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow) Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonan.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE.
 Agents.

Telephone Central 33. CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Kobe, Osaka, Yokohama & Moji.
"KUT"	30th June	3rd July

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sanakian, Thru. Is. & Aus. Ports.
"TAIWAN"	5th July	10th July

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
BUTTERFIELD & SWIRE,
 Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 9th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "NIPPON"	...	Sails 3rd June.
S.S. "GERANIA"	...	Sails about 20th June.
S.S. "ROSANDRA"	...	Sails about 23rd July.
S.S. "BRENTA"	...	Sails about 26th July.
S.S. "VENEZIA"	...	Sails about 2nd August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'ACOSTA"	...	Sails 7th June.
S.S. "SILVIO PELLICO"	...	Sails about 4th July.
S.S. "NIPPON"	...	Sails about 5th July.
S.S. "GERANIA"	...	Sails about 8th August.
S.S. "ROSANDRA"	...	Sails about 8th August.
S.S. "BRENTA"	...	Sails about 5th September.
S.S. "VENEZIA"	...	Sails about 8th September.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.
 Telephone Central 1030.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SERVICE.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "WEST CHOPAKA"	...	Due Hongkong 2nd June
U.S.B. "WEST CARMONA"	...	Leave Hongkong 4th June
U.S.B. "WEST CARMONA"	...	Due Hongkong 12th June
U.S.B. "WEST CARMONA"	...	Leave Hongkong 14th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.B. "WEST CAJON"	...	Due Hongkong 2nd July
U.S.B. "WEST CAJON"	...	Leave Hongkong 4th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR SAIGON, SINGAPORE, ZAMBOANGA, CEBU

AND MANILA.

U.S.B. "WEST MONTOP" Due Hongkong 8th June

Leave Hongkong 11th June

For Full Information, Apply to

STRUTHERS AND BARRY,
 1st Floor, Queen's Building,
 General Agent for
 JAPAN-CHINA-PHILIPPINES
 INDO-CHINA-STRAITS & JAVA.
 Phone No. Central 3006.
 G. E. BRADFORD,
 Rea. Agent.

